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GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

MIKE KENNEALY
SECRETARY OF HOUSING AND
ECONOMIC DEVELOPMENT



**Commonwealth of Massachusetts
Division of Professional Licensure
Office of Public Safety and Inspections
Architectural Access Board**

1000 Washington St., Suite 710 • Boston • MA • 02118
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EDWARD A. PALLESCHI
UNDERSECRETARY OF
CONSUMER AFFAIRS AND
BUSINESS REGULATION

DIANE M. SYMONDS
COMMISSIONER, DIVISION OF
PROFESSIONAL LICENSURE

APPLICATION FOR VARIANCE
Curb cuts/sidewalks

Docket: _____
(Staff Only)

INSTRUCTIONS:

- 1) Answer all questions on this application to the best of your ability.
 - a. Information on the Variance Process can be found at:
<https://www.mass.gov/guides/applying-for-an-aab-variance>.
- 2) Attach whatever documents you feel are necessary to meet the standard of impracticability laid out in 521 CMR 4.1. You must show that either:
 - a. Compliance is technologically infeasible, or
 - b. Compliance would result in an excessive and unreasonable cost without any substantial benefit for persons with disabilities.
- 3) Please ensure that attached documents are no larger than 11" x 17".
- 4) Sign the Application.
- 5) If the applicant is not the owner of the building or his or her agent, include a signed letter from the owner granting permission for you to apply for variance.
- 6) Burn copies of the application and all attached documents onto a Compact Disc (CD or DVD only, no flash drives will be accepted).
- 7) Provide full copies of the application and all attached documentation, on both Paper and CD/DVD to the:
 - a. Local Building Department,
 - b. Local Commission on Disability (if applicable in the town where the project is located) (A list of all active Disability Commissions can be found at:
<https://www.mass.gov/commissions-on-disability>), and
 - c. The Independent Living Center (ILC) for your area.
(Your ILC can be found at: <http://www.masilc.org/findacenter>.)
- 8) Provide to the Board:
 - a. A completed copy of the application and all attached documents,
 - b. A copy of the CD/DVD,
 - c. The completed, signed, and notarized Service Notice (included as Page 5 of this application).
 - d. A check or money order in the amount of \$50 dollars, made out to the Commonwealth of Massachusetts.

In accordance with M.G.L., c.22, § 13A, I hereby apply for modification of or substitution for the rules and regulations of the Architectural Access Board as they apply to the building/facility described below on the grounds that literal compliance with the Board's regulations is impracticable in my case.

1. State the exact location of the area in question (e.g. Northwest corner of Main St. and Broadway) (use additional sheets if necessary):

Variances are requested for 20 locations along Middlesex Avenue in Medford, 3 locations along McGrath Highway in Somerville, 5 locations along Cambridge Road in Woburn, and 13

locations along Lexington Street in Woburn. Please refer to the attached Narrative and Plans for more detailed information.

2. State the name and address of the **owner** of the project:

MassDOT Highway Division
Eric Nova, Project Manager
E-mail:eric.nova@state.ma.us
Telephone: (857) 368-9444

3. Describe the project (e.g. complete reconstruction of Rt. 20 from Main St. to Broadway):
The proposed project is MassDOT Project Number 608605: ADA Retrofits to Curb Ramps along State Highway Layout at Various Locations in the Municipalities of Medford, Somerville, and Woburn

4. Check the work performed or to be performed:

☐ New Construction ☐ Repair
☒ Reconstruction/Remodeling/Alteration

5. Briefly describe the extent and nature of the work performed or to be performed (use additional sheets if necessary):

The work includes reconstruction of non-compliant curb ramps and missing curb ramps within the State Highway Layout or Municipal Right of Way. Work also includes sidewalk and driveway reconstruction, resetting of curbing, minor roadway grading, upgrading pedestrian signals, installation of Rectangular Rapid Flashing Beacons, and installation of new pavement markings and signing. Please see the attached Project Narrative and Plans for more detailed information.

6. Are you seeking temporary relief? Yes ☐ No ☒

a. If temporary relief is sought, what is the proposed deadline?

7. State each section of the Architectural Access Board's Regulations for which a variance is being requested. **(Please note the Board will NOT consider requests for relief from Section 3, please list the specific items triggered by Section 3 where relief is being sought):**

SECTION NUMBER	LOCATION OR DESCRIPTION
Please see attached Narrative	Please see attached Narrative

If requesting relief to 5 or more sections, use the Large Variance Tally Sheet available on the "Forms and Applications" page of the Board's website (<http://www.mass.gov/aab>)

8. For each variance requested, state in detail the reasons why compliance with the Board's regulations is impracticable (*use additional sheets if necessary*), including but not limited to: the necessary cost of the work required to achieve compliance with the regulations (i.e. written cost estimates); and plans justifying the cost of compliance.

Please see attached Narrative for detailed descriptions.

9. Which section of the Board's Jurisdiction (see Section 3 of the Board's Regulations) has been triggered?

3.2 ____ 3.3.1a ____ 3.3.1b ____ 3.3.2 ____ 3.4 ____ Other (List Section) ____

10. Has the project been out bid? Yes
Has the contract been awarded? No
8a. If the contract has been awarded, what date was it awarded?
N/A
8b. Has the project been completed?
No
8c. If work has been completed, state the date work began:
No

Completion date: N/A

11. State the estimated cost of the total project \$912,622
12. Has any other work been performed at this location within the past 36 months? No
13. Is this project funded by the Massachusetts Department of Transportation? Yes
14. Has the project been accepted by the City or Town? N/A
If yes, state the date that the project was accepted: N/A
15. To the best of your knowledge, has a complaint ever been filed on this project relative to accessibility? ____yes X no

16. State the name and address of the architectural or engineering firm, including the name of the individual architect or engineer responsible for preparing drawings of the facility:

Greenman-Pedersen, Inc.
181 Ballardvale Street, Suite 202
Wilmington, MA 01887
Mark D. Elder, P.E. Project Manager
E-mail: melder@gpinet.com
Telephone: (978) 570-2954

17. State the name and address of the building inspector responsible for overseeing this project:

Massachusetts Department of Transportation – Highway Division
519 Appleton Street
Arlington, MA 02476
Paul Stedman, District Highway Director
E-mail: paul.stedman@state.ma.us
Telephone: (781) 641-8300

Date: _____

Signature of owner or authorized agent (required)

PLEASE PRINT:

Name

Organization (If Applicable)

Address

Address 2 (optional)

City/Town

MA

02116

State

Zip Code

E-mail

Telephone

SERVICE NOTICE

I, _____, as _____
(name) (relationship to the applicant)
for the Petitioner _____ submit a
(name of the applicant)
variance application filed with the Massachusetts Architectural Access Board on _____.
(date variance submitted)

HEREBY CERTIFY UNDER THE PAINS AND PENALTIES OF PERJURY THAT I SERVED OR CAUSED TO BE SERVED, A COPY OF THIS VARIANCE APPLICATION ON THE FOLLOWING PERSON(S) IN THE FOLLOWING MANNER:

<u>NAME AND ADDRESS OF PERSON OR AGENCY SERVED</u>		<u>METHOD OF SERVICE</u>	<u>DATE OF SERVICE</u>
1 Building Department	See Attached Sheets		
2 Local Commission on Disability (If Applicable)			
3 Independent Living Center			

AND CERTIFY UNDER THE PAINS AND PENALTIES OF PERJURY THAT THE ABOVE STATEMENTS TO THE BEST OF MY KNOWLEDGE ARE TRUE AND ACCURATE.

Signature: Appellant or Petitioner

On the _____ Day of _____ 20 _____
PERSONALLY APPEARED BEFORE ME THE ABOVE NAMED

(Type or Print the Name of the Appellant)

NOTARY PUBLIC

MY COMMISSION EXPIRES

GPI Greenman - Pedersen, Inc.

Engineering and Construction Services

REF.: MAX-2013034.49

November 16, 2021

Denise Molina Capers
Director of Racial and Social Justice
City Hall
93 Highland Avenue
Somerville, MA 02143

SUBJECT: MassDOT Project Number 608605
Sidewalk and Wheelchair Ramp Improvements and Related Work (Including Signals)
In the Municipalities of Medford, Somerville, and Woburn
AAB Variance

Dear Ms. Capers:

On behalf of the Massachusetts DOT – Highway Division, **Greenman-Pedersen, Inc. (GPI)** has submitted an application to the Massachusetts Architectural Access Board (AAB) for variance with respect to curb cuts and sidewalks for the referenced project. Enclosed, please find one (1) hard copy and one (1) cd containing electronic copies of the completed Application for Variance – Curb Cuts / Sidewalks, completed Service Notice and all supporting documentation.

Should you have any questions, or require additional information, please contact me directly at (978) 570-2954

Sincerely,

GREENMAN – PEDERSEN, INC.



Mark D. Elder, P.E.
Project Manager

enclosure(s)

cc: Eric Nova – MassDOT Project Manager (wo/encl)

V:\MAX-2013034.00 - MassDOT MSA\Assign 49- 608605 D4 ADA FY 2021\AAB Variances\Local Commissions CD\LT-2021-11-16 Capers AAB Variance.docx

ARCHITECTURAL ACCESS BOARD VARIANCE REQUEST

District 4 ADA Retrofits at Various Locations

August 20, 2021

Project Description

MassDOT has allocated \$915,000 through the ADA Transition Plan for Project 608605 D4 ADA Retrofits at Various Locations in its District 4 region to retrofit failed curb ramps in fiscal year 2021. To best utilize state funds for this project and all future retrofit projects, MassDOT developed a prioritization plan and determined retrofit locations that would achieve the greatest benefit for the Commonwealth and each affected community.

In 2013, as a result of the Americans with Disabilities Act (ADA) Transition Plan, MassDOT developed a Curb Ramp Inventory System with the goal of establishing a curb ramp remediation schedule. The system was designed to be an online clearinghouse containing curb ramp data for all ramps meeting the Transition Plan Criteria. Using the results of the inventory, an algorithm scored each ramp and determined compliance based on ADA/AAB standards interpreted by the Massachusetts Office on Disability (MOD). The identified locations where non-compliant or missing curb ramps leave a gap in accessibility were placed on a curb ramp list. All ramps on the curb ramp list must eventually be reconstructed and brought into compliance with current ADA/AAB standards.

MassDOT has recognized curb ramp locations in the following municipalities: Medford, Somerville, and Woburn. Ramps at these locations have been redesigned to meet ADA/AAB standards within the existing Right of Way limits. Some of the ramp reconstruction will require the taking of private Right of Way. Variances are requested for ramps located in Medford, Somerville, and Woburn.

Requested Variances

This project is requesting variances from the following sections of the Massachusetts Architectural Access Board's regulation:

- 521 CMR 21.3 Curb Cuts - Slope
- 521 CMR 22.2 Walkways – Width
- 521 CMR 22.3 Walkways - Grade
- 521 CMR 22.3.1 Walkways – Cross Slope

521 CMR 21.3 Curb Cuts – Slope**WOBURN**

Ramp 6967 in Woburn on Lexington Street at Parker Street on Page 80 of the Variance Request Narrative requires a variance on the southernmost ramp panel. The proposed slope of 11.3% exceeds the maximum 8.3%. The proposed ramp will slope down at 11.3% to meet the level landing at the ramp opening.

ARCHITECTURAL ACCESS BOARD VARIANCE REQUEST

District 4 ADA Retrofits at Various Locations

August 20, 2021

Ramp 13413 in Woburn on Lexington Street at Cambridge Road on Page 87 of the Variance Request Narrative requires a variance on the northernmost ramp panel. The proposed slope of 15.6% exceeds the maximum 8.3%. The proposed ramp will slope down at 15.6% to meet the level landing at the ramp opening.

521 CMR 22.2 Walkways – Width

WOBURN

Ramp 22700 in Woburn on Cambridge Road at Surrey Road on Page 60 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie back into the existing sidewalk. The existing width is 3.52 feet, which does not meet the required 4 feet (excluding curb width). The proposed width will transition from 4 feet to 3.5 feet over the last 5 feet of proposed sidewalk. A variance is also required on the easternmost sidewalk panel to tie back into the existing sidewalk. The existing width is 3.50 feet, which does not meet the required 4 feet (excluding curb width). The proposed width will transition from 4 feet to 3.50 feet over the last 15 feet of proposed sidewalk.

Ramp 22744 in Woburn on Cambridge Road at Gately Drive on Page 64 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie back into the existing sidewalk. The existing width is 3.85 feet, which does not meet the required 4 feet (excluding curb width). The proposed width will transition from 4.03 feet to 3.85 feet over the last 16 feet of proposed sidewalk.

Ramp 22745 in Woburn on Cambridge Road at Gately Drive on Page 66 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie back into the existing sidewalk. The existing width is 3.48 feet, which does not meet the required 4 feet (excluding curb width). The proposed width will transition from 4 feet to 3.48 feet over the last 15 feet of proposed sidewalk.

Ramp 12967 in Woburn on Lexington Street at Totman Drive on Page 106 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie back into the existing sidewalk. The existing width is 3.66 feet, which does not meet the required 4 feet (excluding curb width). The proposed width will transition from 8 feet to 3.66 feet over the last 15 feet of proposed sidewalk.

521 CMR 22.3 Walkways – Grade

WOBURN

Ramp 22700 in Woburn on Cambridge Road at Surrey Road on Page 60 of the Variance Request Narrative requires a variance on the easternmost panel to tie back into the existing sidewalk. The existing grade is 11% which exceeds the 5% maximum. The proposed grade will slope down at 16.5% to meet the existing sidewalk.

Ramp 22745 in Woburn on Cambridge Road at Gately Drive on Page 66 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie back into the existing sidewalk. The existing slope is 8.11% which exceeds the maximum 5%. The proposed grade will slope down at 8.3% to meet the existing sidewalk.

Ramp 13413 in Woburn on Lexington Street at Cambridge Road on Page 87 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie back into the existing sidewalk. The existing slope is 9.71% which exceeds the maximum 5%. The proposed grade will slope down at 9.80% to meet the existing sidewalk.

ARCHITECTURAL ACCESS BOARD VARIANCE REQUEST

District 4 ADA Retrofits at Various Locations

August 20, 2021

521 CMR 22.3.1 Walkways – Cross Slope

MEDFORD

Ramp 2399A in Medford on Middlesex Avenue at First Street on Page 4 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.2%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 2.2% over the last 4 feet of proposed sidewalk.

Ramp 2400 in Medford on Middlesex Avenue at First Street on Page 6 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 2.4% over the last 4 feet of proposed sidewalk.

Ramp 2401 in Medford on Middlesex Avenue at First Street on Page 8 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.8%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 3.8% over the last 5 feet of proposed sidewalk.

Ramp 2401A in Medford on Middlesex Avenue at First Street on Page 10 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.5% over the last 5 feet of proposed sidewalk.

Ramp 2402 in Medford on Middlesex Avenue at First Street on Page 12 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.6%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 3.6% over the last 5 feet of proposed sidewalk.

Ramp 2402A in Medford on Middlesex Avenue at First Street on Page 14 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.4%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.4% over the last 5 feet of proposed sidewalk.

Ramp 13596 in Medford on Middlesex Avenue at Second Street on Page 18 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.7%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 2.7% over the last 4 feet of proposed sidewalk.

Ramp 13596A in Medford on Middlesex Avenue at Second Street on Page 20 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.0% to 2.5% over the last 5 feet of proposed sidewalk.

Ramp 13598 in Medford on Middlesex Avenue at Second Street on Page 22 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.2%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 3.2% over the last 5 feet of proposed sidewalk.

ARCHITECTURAL ACCESS BOARD VARIANCE REQUEST

District 4 ADA Retrofits at Various Locations

August 20, 2021

Ramp 13599 in Medford on Middlesex Avenue at Second Street on Page 24 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.7%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.0% to 2.7% over the last 5 feet of proposed sidewalk.

Ramp 13601A in Medford on Middlesex Avenue at Second Street on Page 26 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.2%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 3.2% over the last 4 feet of proposed sidewalk.

Ramp 11468 in Medford on Middlesex Avenue at Third Street on Page 30 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.8%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 2.8% over the last 5 feet of proposed sidewalk.

Ramp 11469 in Medford on Middlesex Avenue at Third Street on Page 32 of the Variance Request Narrative requires a variance on the westernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.6%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 2.6% over the last 5 feet of proposed sidewalk.

Ramp 11470 in Medford on Middlesex Avenue at Third Street on Page 34 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.6%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 2.6% over the last 5 feet of proposed sidewalk.

Ramp 11470A in Medford on Middlesex Avenue at Third Street on Page 36 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.2%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.2% over the last 5 feet of proposed sidewalk.

Ramp 1556 in Medford on Middlesex Avenue at Fifth Street on Page 40 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.2%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 2.2% over the last 5 feet of proposed sidewalk.

Ramp 1557 in Medford on Middlesex Avenue at Riverside Avenue on Page 42 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.4%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.4% over the last 4 feet of proposed sidewalk.

Ramp 1557A in Medford on Middlesex Avenue at Riverside Avenue on Page 44 of the Variance Request Narrative requires a variance on the westernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.3%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.3% over the last 4 feet of proposed sidewalk.

ARCHITECTURAL ACCESS BOARD VARIANCE REQUEST
District 4 ADA Retrofits at Various Locations
August 20, 2021

Ramp 1558A in Medford on Middlesex Avenue at Fifth Street on Page 46 of the Variance Request Narrative requires a variance on the westernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.9%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 2.9% over the last 5 feet of proposed sidewalk.

Ramp 1559 in Medford on Middlesex Avenue at Fifth Street on Page 48 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.4%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 2.4% over the last 5 feet of proposed sidewalk.

Ramp 22356 in Somerville on McGrath Highway at Polar Street on Page 52 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 5.1%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 5.1% over the last 10 feet of proposed sidewalk.

Ramp 22358 in Somerville on McGrath Highway at Polar Street on Page 54 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 6.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 6.5% over the last 10 feet of proposed sidewalk.

Ramp 22359 in Somerville on McGrath Highway at Polar Street on Page 56 of the Variance Request Narrative requires a variance on the westernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.3% to 2.5% over the last 5 feet of proposed sidewalk. A variance is also needed on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.9%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.9% over the last 10 feet of proposed sidewalk.

Ramp 22700 in Woburn on Cambridge Road at Surrey Road on Page 60 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.4%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.4% over the last 5 feet of proposed sidewalk. A variance is also needed on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.6%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.6% over the last 15 feet of proposed sidewalk.

Ramp 22744 in Woburn on Cambridge Road at Gately Drive on Page 64 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.5% over the last 16 feet of proposed sidewalk.

Ramp 22745 in Woburn on Cambridge Road at Gately Drive on Page 66 of the Variance Request Narrative requires a variance on the easternmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.6%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.6% over the last 15 feet of proposed sidewalk.

ARCHITECTURAL ACCESS BOARD VARIANCE REQUEST

District 4 ADA Retrofits at Various Locations

August 20, 2021

Ramp 3536A in Woburn on Cambridge Road at Parker Street on Page 70 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.9%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.9% over the last 5 feet of proposed sidewalk.

Ramp 3536B in Woburn on Cambridge Road at Parker Street on Page 72 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 2.5% over the last 5 feet of proposed sidewalk.

Ramp 4161 in Woburn on Lexington Street at Ryder Drive on Page 76 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.5% over the last 6 feet of proposed sidewalk.

Ramp 6967 in Woburn on Lexington street at Parker Street on Page 80 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.2%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.2% over the last 15 feet of proposed sidewalk.

Ramp 6969 in Woburn on Cambridge Road at Parker Street on Page 82 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 5.5%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 5.5% over the last 10 feet of proposed sidewalk.

Ramp 13413 in Woburn on Lexington Street at Cambridge Road on Page 87 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.6%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.6% over the last 15 feet of proposed sidewalk.

Ramp 13414 in Woburn on Lexington Street at Cambridge Road on Page 89 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.0%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.0% over the last 5 feet of proposed sidewalk.

Ramp 13429 in Woburn on Lexington Street at Cambridge Road on Page 91 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 5.7%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 5.7% over the last 5.5 feet of proposed sidewalk.

Ramp 7686 in Woburn on Lexington Street at Mayflower Road on Page 95 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 5.2%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 5.2% over the last 10 feet of proposed sidewalk. A variance is also needed on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.7%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 3.7% over the last 5 feet of proposed sidewalk.

ARCHITECTURAL ACCESS BOARD VARIANCE REQUEST
District 4 ADA Retrofits at Various Locations
August 20, 2021

Ramp 7688 in Woburn on Lexington Street at Mayflower Road on Page 97 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 6.4%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 6.4% over the last 7 feet of proposed sidewalk.

Ramp 7693 in Woburn on Lexington Street at Mayflower Road on Page 99 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.3%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.3% over the last 5 feet of proposed sidewalk.

Ramp 12966 in Woburn on Lexington Street at Totman Drive on Page 103 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.3%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.3% over the last 10 feet of proposed sidewalk. A variance is also needed on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 4.1%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.1% over the last 6 feet of proposed sidewalk.

Ramp 12967 in Woburn on Lexington Street at Totman Drive on Page 106 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 3.4%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 3.4% over the last 15 feet of proposed sidewalk.

Ramp 18835 in Woburn on Lexington Street at Akeson road on Page 110 of the Variance Request Narrative requires a variance on the southernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.6%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 2.6% over the last 10 feet of proposed sidewalk.

Ramp 18838 in Woburn on Lexington Street at Akeson Road on Page 112 of the Variance Request Narrative requires a variance on the northernmost sidewalk panel to tie the ramp back into the existing sidewalk. The existing cross slope is 2.8%, which exceeds the maximum 2%. The proposed cross slope will transition from 1.0% to 2.8% over the last 15 feet of proposed sidewalk.

SOMERVILLE – MCGRATH HIGHWAY AT POPLAR STREET



McGrath Highway at Poplar Street existing conditions

McGrath Highway at Poplar Street existing deficiencies

The following accessibility deficiencies currently exist at the intersection of McGrath Highway and Poplar Street in Somerville: there are no curb ramps available for crossing Poplar Street inbound and outbound making the pedestrian path impassable for people using mobility aids; there is no accessible path through the existing traffic island and there are currently 2 driveways to the east of the intersection that have no curb ramps making them impassable for people using mobility aids.

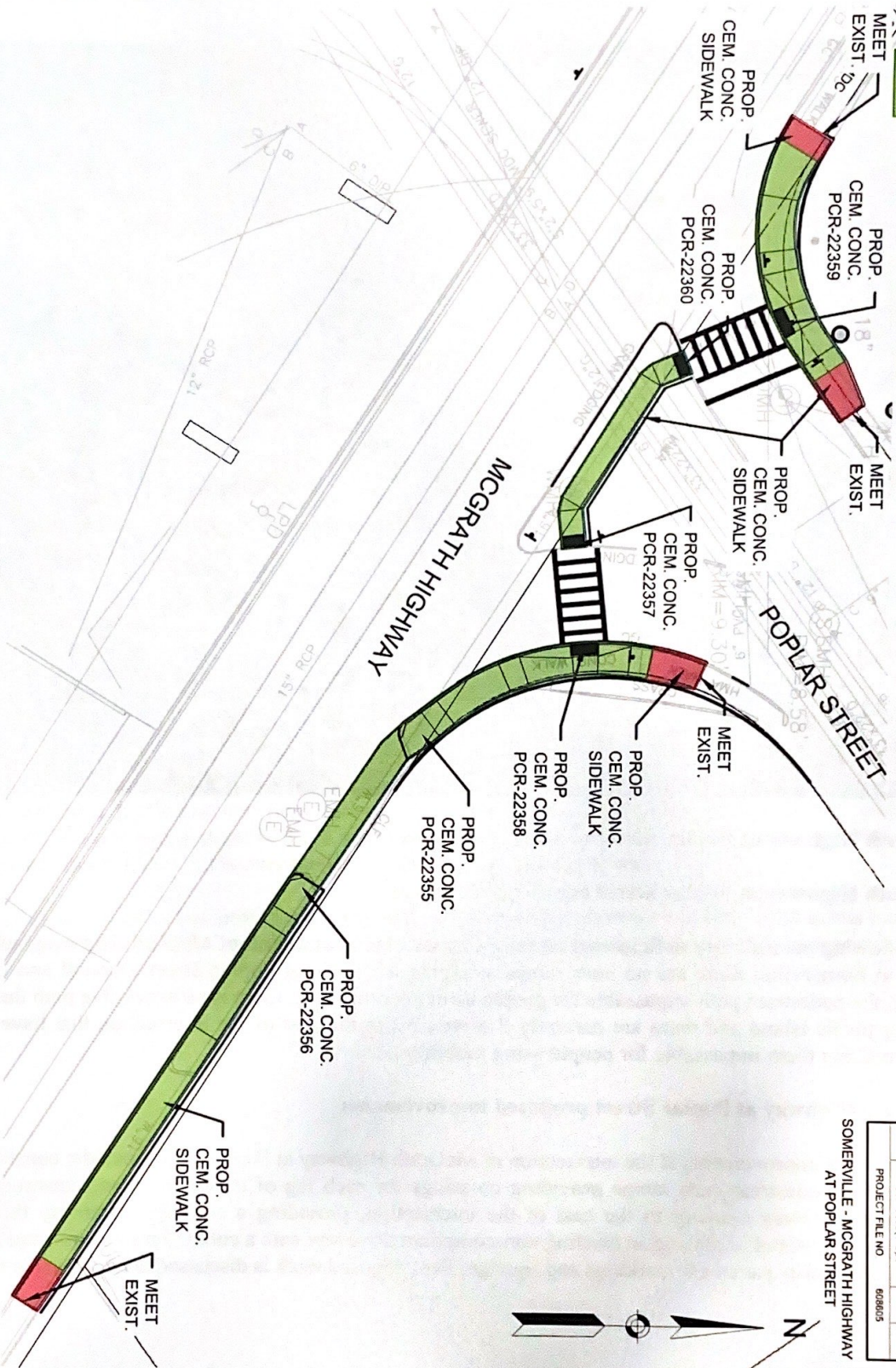
McGrath Highway at Poplar Street proposed improvements

The proposed improvements at the intersection of McGrath Highway at Poplar Street include: construction of 6 compliant pedestrian curb ramps providing crossings for each leg of the intersection; construction of a compliant driveway opening to the east of the intersection; providing a compliant pathway through the existing traffic island; replacing an existing non-compliant driveway with a compliant sidewalk; and installing new high visibility pavement markings and signage. The proposed work is discussed in detail on the following pages.

INDICATES VARIANCE IS REQUIRED

INDICATES COMPLIANT SURFACE

MCGRATH HIGHWAY AT POPLAR STREET
SCALE 1 INCH = 30 FEET



DISTRICT 4
ADA RETROFITS AT VARIOUS LOCATIONS

STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-00351(48)X	1	1
PROJECT FILE NO.		608605	

SOMERVILLE - MCGRATH HIGHWAY
AT POPLAR STREET



Ramp 22356 existing conditions

Ramp 22356 is proposed at the northeast corner at the intersection of McGrath Highway and Poplar Street in Somerville.

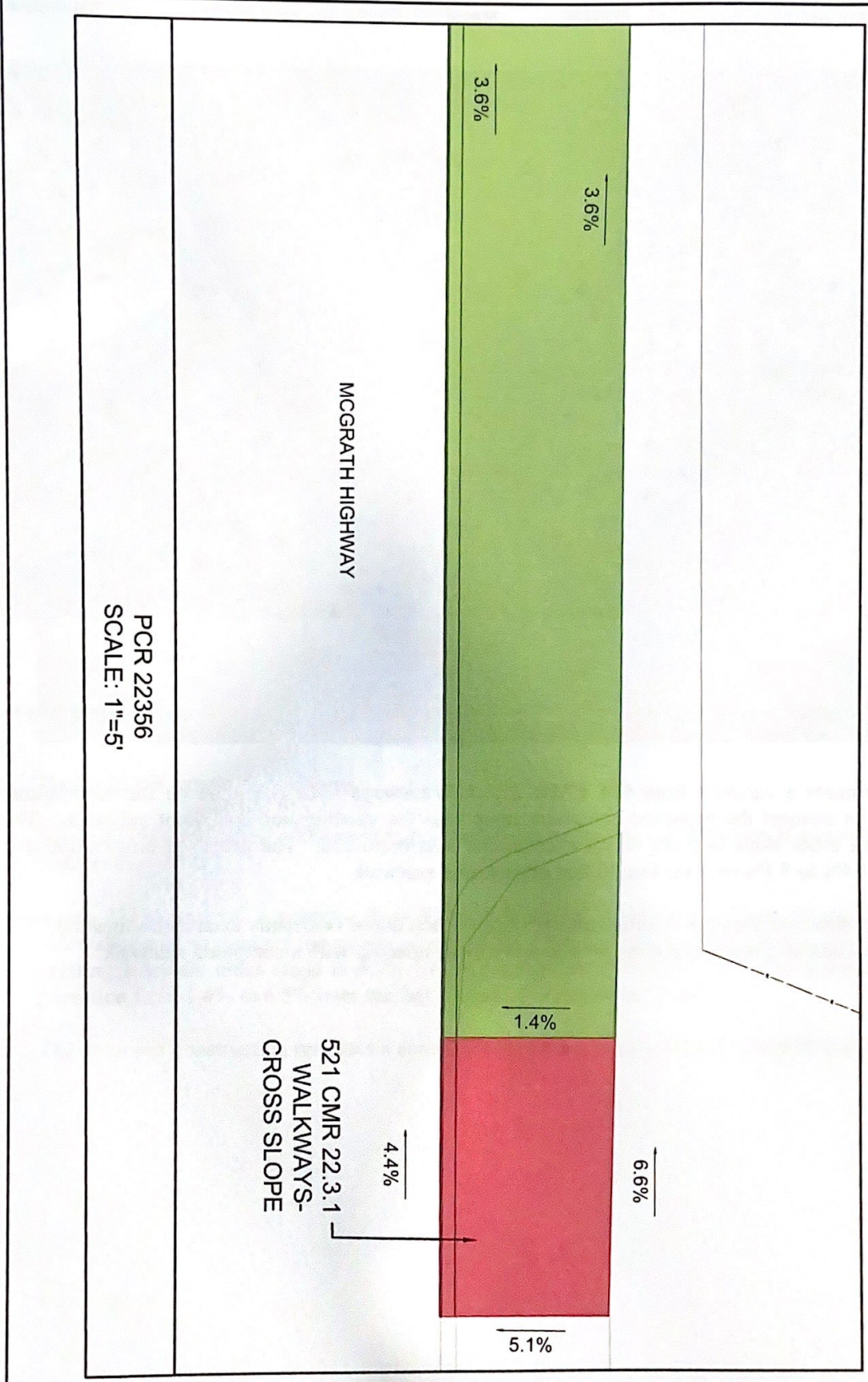
Ramp 22356 requires a variance from **521 CMR 22.3.1 Walkways – Cross Slope** on the easternmost sidewalk panel to connect the proposed compliant ramp into the existing non-compliant sidewalk. The existing sidewalk cross slope is 5.1% which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 5.1% over the last 10 feet of proposed sidewalk.

The proposed construction provides a compliant curb ramp which doesn't currently exist at this location. The proposed construction also replaces a non-compliant driveway opening with a compliant sidewalk.

INDICATES VARIANCE IS REQUIRED
 INDICATES COMPLIANT SURFACE

DISTRICT 4
 ADA RETROFITS AT VARIOUS LOCATIONS
 SOMERVILLE - MCGRATH HIGHWAY
 AT POPLAR STREET

STATE	FED AID PROJ NO	SHEET NO	TOTAL SHEETS
MA	STP 0035(148)X	-	-
PROJECT FILE NO	608005		



PCR 22356
 SCALE: 1"=5'



Ramp 22358 existing conditions

Ramp 22358 is proposed at the northeast corner at the intersection of McGrath Highway and Poplar Street in Somerville.

Ramp 22358 requires a variance from **521 CMR 22.3.1 Walkways – Cross Slope** on the northernmost sidewalk panel to connect the proposed compliant ramp into the existing non-compliant sidewalk. The existing sidewalk cross slope is 6.5% which exceeds the maximum 2%. The proposed cross slope will transition from 1.4% to 6.5% over the last 10 feet of proposed sidewalk.

The proposed construction provides a compliant curb ramp which doesn't currently exist at this location.

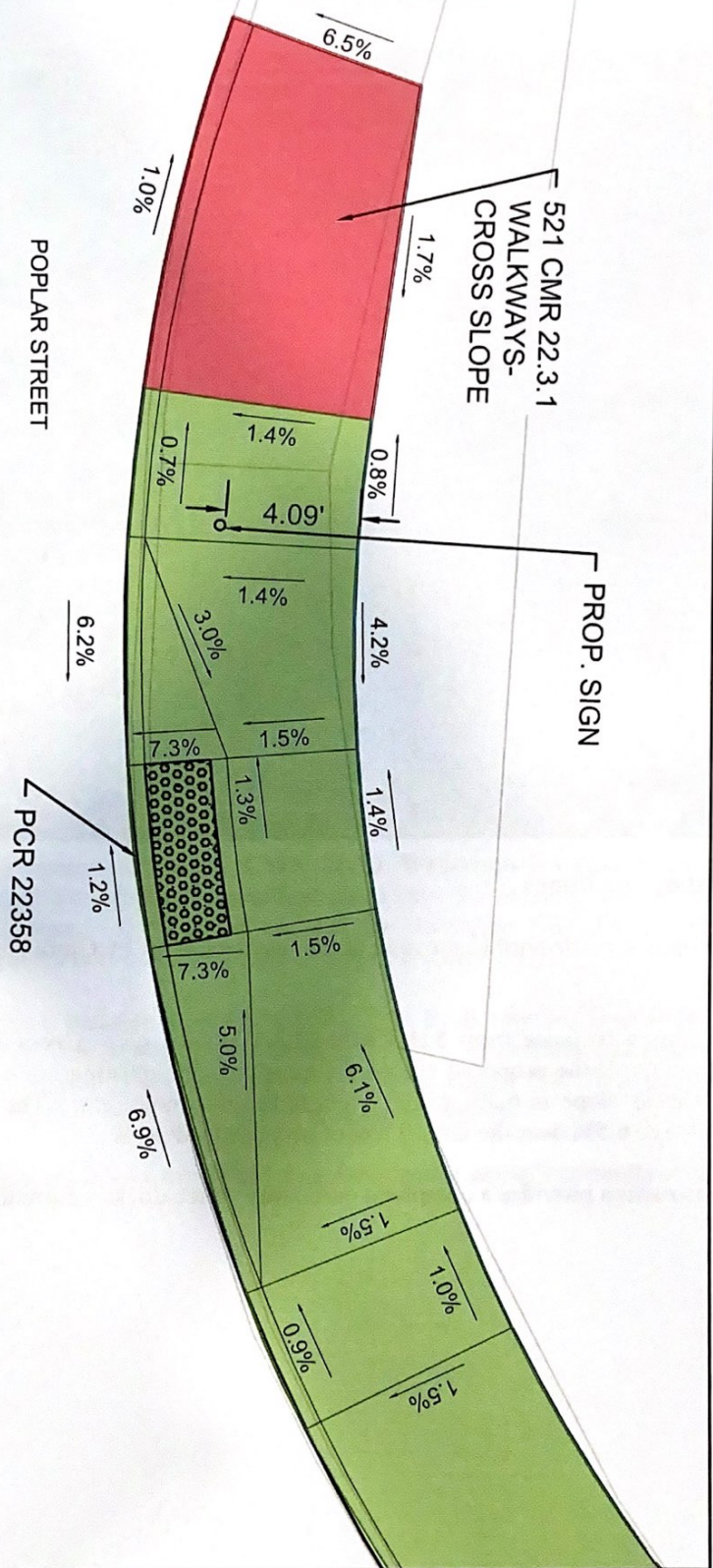
INDICATES VARIANCE IS REQUIRED

INDICATES COMPLIANT SURFACE

DISTRICT 4
ADA RETROFITS AT VARIOUS LOCATIONS

STATE	FED AID PROJ NO	SHEET NO	TOTAL SHEETS
MA	STP-0035(14)X	-	-
PROJECT FILE NO		609605	

SOMERVILLE - MCGRATH HIGHWAY
AT POPLAR STREET



PCR 22358
SCALE: 1"=5'



Ramp 22359 existing conditions

Ramp 22359 is proposed at the northwest corner at the intersection of McGrath Highway and Poplar Street in Somerville.

Ramp 22359 requires a variance from **521 CMR 22.3.1 Walkways – Cross Slope** on the northernmost sidewalk panel to connect the proposed compliant ramp into the existing non-compliant sidewalk. The existing sidewalk cross slope is 4.9% which exceeds the maximum 2%. The proposed cross slope will transition from 1.5% to 4.9% over the last 10 feet of proposed sidewalk.

Ramp 22359 also requires a variance from **521 CMR 22.3.1 Walkways – Cross Slope** on the westernmost sidewalk panel to connect the proposed compliant ramp into the existing non-compliant sidewalk. The existing sidewalk cross slope is 2.5% which exceeds the maximum 2%. The proposed cross slope will transition from 1.3% to 2.5% over the last 5 feet of proposed sidewalk.

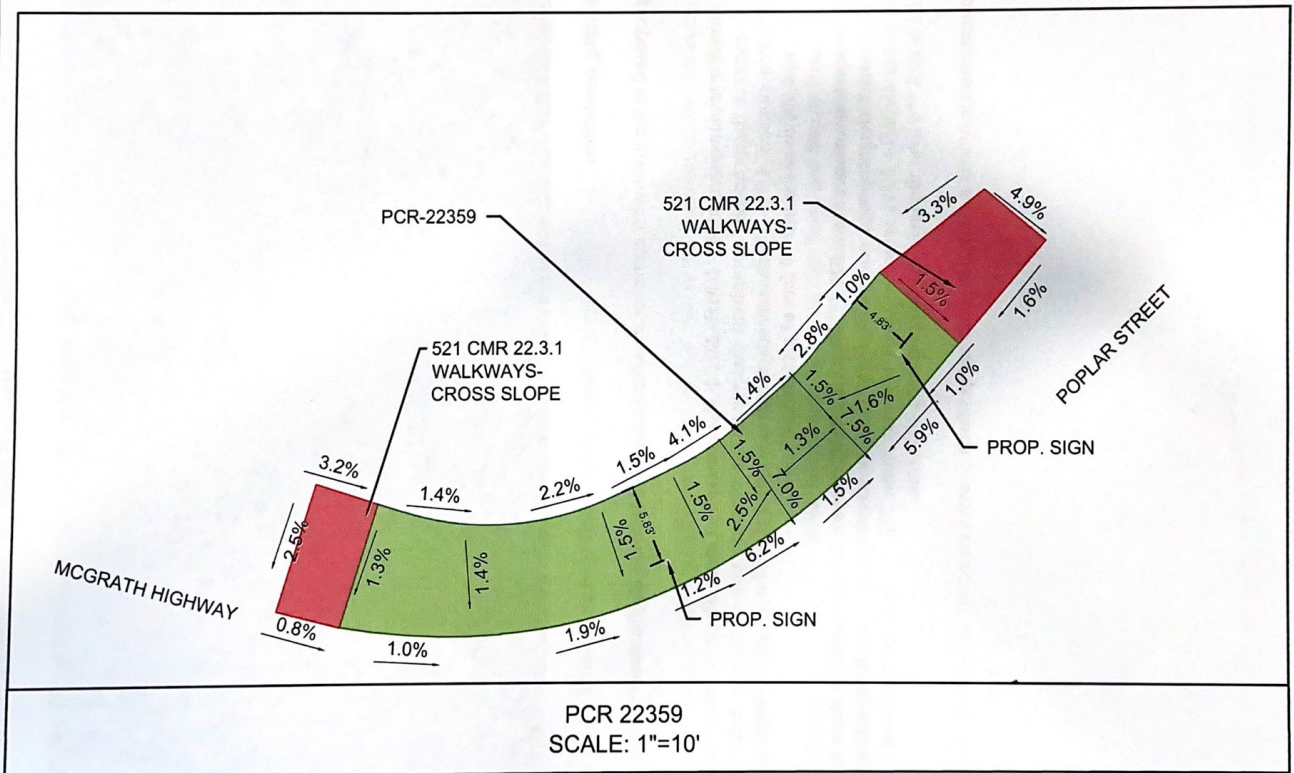
The proposed construction provides a compliant curb ramp which doesn't currently exist at this location.

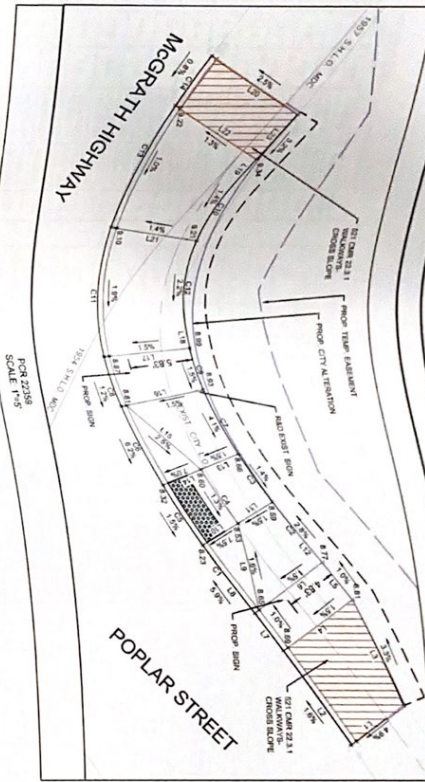
- INDICATES VARIANCE IS REQUIRED
- INDICATES COMPLIANT SURFACE

DISTRICT 4
ADA RETROFITS AT VARIOUS LOCATIONS

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(148)X	-	-
PROJECT FILE NO. 608605			

SOMERVILLE - MCGRATH HIGHWAY
AT POPLAR STREET





Live #	Account #	Length	Description	Segment 1				Date
				Index	Segment	Memory	Usage	
L6	8.00	0:24:10.79		206712.13	707461.02	1.0%		
L7	4.00	0:02:09.95		206714.13	707460.04	1.0%		
L8	3.00	0:02:30.97		206715.13	707460.04	5.0%		
L9	7.72	0:02:40.77		206716.00	707461.03	1.0%		
L10	4.00	0:02:40.77		206715.00	707461.03	7.5%		
L11	4.00	0:02:40.77		206717.00	707461.03	1.5%		
L12	3.50	0:02:30.97		206717.16	707461.12	2.0%		
L13	4.00	0:02:30.97		206717.16	707461.12	1.5%		
L14	4.00	0:02:30.97		206717.16	707461.12	2.0%		
L15	8.20	0:02:30.97		206717.16	707461.12	2.5%		
L16	8.00	0:11:34.74		206717.16	707461.12	1.5%		
L17	2.00	0:01:34.74		206717.16	707461.12	1.5%		
L18	2.27	0:04:10.00		206717.16	707461.12	2.2%		
L19	2.28	0:02:30.97		206717.16	707461.12	1.4%		
L20	0.73	0:02:17.47		206717.16	707461.12	2.5%		
L21	7.07	0:02:40.77		206717.16	707461.12	1.4%		
L22	0.41	0:02:17.47		206717.16	707461.12	1.5%		
L23	5.00	0:02:30.97		206722.14	707462.07	3.7%		

NOTE:
FOR RAMPS 22355 & 22358 SEE SHEET 1A
FOR RAMP 22356 SEE SHEET 18.

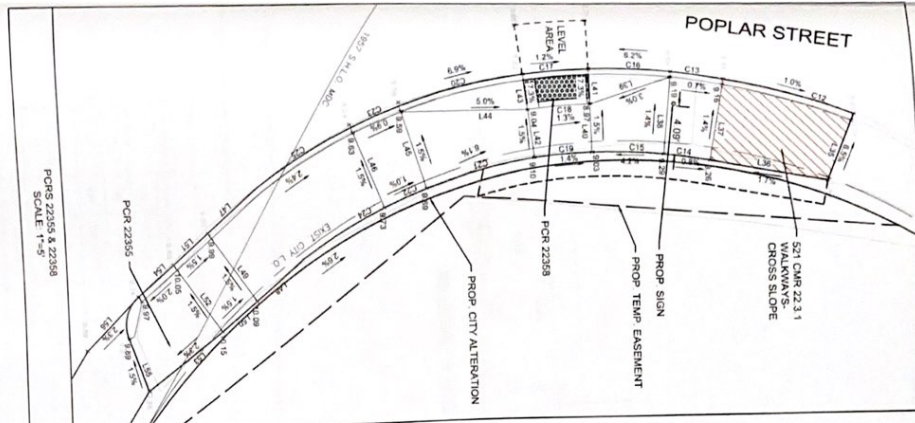
REF ID	FILED AND PREPARED NO.	PROJECT NO.	TOTAL PROJECTS
MA	87P-00018P-443P	16	32

PROJECT FILE NO. 606805

DISTRICT 4
ADA RETROFIT AT VARIOUS LOCATIONS

SOMERVILLE - MCGRATH HIGHWAY
AT POPULAR STREET

DATE	BY	DATE	BY	DATE	BY
10/1/13	10/1/13	10/1/13	10/1/13	10/1/13	10/1/13
10/1/13	10/1/13	10/1/13	10/1/13	10/1/13	10/1/13



PCRS 22355 & 22358

Line & Curve #	Length	Direction/Chord	Radius	Target	Beginning	Ending	Slope
C12	11.48	11°19'20"	55.00	5.19	2060875.103	707034.866	1.0%
C13	4.88	4°46'31"	55.00	2.29	2060866.103	707034.866	0.7%
C14	4.00	4°42'31"	48.00	2.00	2060861.102	707034.866	0.7%
C15	6.19	7°34'30"	48.00	3.10	2060851.102	707034.866	0.7%
C16	7.68	7°33'01"	55.00	3.55	2060842.178	707034.866	4.2%
C17	5.13	5°39'00"	55.00	2.87	2060835.389	707034.866	1.2%
C18	5.42	5°39'00"	55.00	2.71	2060828.541	707034.866	1.2%
C19	5.00	5°39'00"	48.00	2.50	2060820.300	707034.866	1.4%
C20	11.11	11°19'20"	55.00	5.18	2060809.300	707034.866	1.4%
C21	9.70	11°19'20"	48.12	4.87	2060800.300	707034.866	5.1%
C22	4.00	4°46'31"	48.00	2.00	2060791.300	707034.866	5.1%
C23	4.88	4°46'31"	55.00	2.29	2060782.300	707034.866	1.0%
C24	8.31	9°35'00"	48.00	4.18	2060773.300	707034.866	2.6%
C25	8.36	9°35'00"	54.88	4.19	2060764.300	707034.866	2.6%
C26	6.03	10°18'42"	55.00	3.02	2060755.300	707034.866	6.5%
C27	10.18	10°18'42"	55.00	5.12	2060746.300	707034.866	1.7%
C28	7.69	10°18'42"	55.00	3.86	2060737.300	707034.866	1.4%
C29	7.00	10°18'42"	55.00	3.50	2060728.300	707034.866	1.4%
C30	7.00	10°18'42"	55.00	3.50	2060719.300	707034.866	1.4%

PCRS 22355 & 22358

Line & Curve #	Length	Direction/Chord	Radius	Target	Beginning	Ending	Slope
C40	6.19	10°18'42"	55.00	3.10	2060710.300	707034.866	1.5%
C41	3.01	10°18'42"	55.00	1.51	2060701.300	707034.866	1.5%
C42	4.00	10°18'42"	55.00	2.00	2060692.300	707034.866	1.5%
C43	4.00	10°18'42"	55.00	2.00	2060683.300	707034.866	1.5%
C44	11.03	10°18'42"	55.00	5.52	2060674.300	707034.866	1.5%
C45	7.00	10°18'42"	55.00	3.50	2060665.300	707034.866	1.5%
C46	7.00	10°18'42"	55.00	3.50	2060656.300	707034.866	1.5%
C47	7.00	10°18'42"	55.00	3.50	2060647.300	707034.866	1.5%
C48	3.14	10°18'42"	55.00	1.57	2060638.300	707034.866	1.5%
C49	7.00	10°18'42"	55.00	3.50	2060629.300	707034.866	1.5%
C50	4.00	10°18'42"	55.00	2.00	2060620.300	707034.866	1.5%
C51	4.00	10°18'42"	55.00	2.00	2060611.300	707034.866	1.5%
C52	4.00	10°18'42"	55.00	2.00	2060602.300	707034.866	1.5%
C53	8.34	10°18'42"	55.00	4.17	2060593.300	707034.866	2.7%
C54	4.12	10°18'42"	55.00	2.06	2060584.300	707034.866	2.7%
C55	4.12	10°18'42"	55.00	2.06	2060575.300	707034.866	2.7%
C56	6.30	10°18'42"	55.00	3.15	2060566.300	707034.866	2.7%

NOTE: THE PERPENDICULAR DIMENSIONS TO THE CURB ALONG THE SIDEWALK INCLUDES 0.5' FOR THE WIDTH OF CURB



Empower Tables							
Law/Evidence #	Length	Parameters/Notes	Material	Empower	Working	Expiring	Usage
1.1	4.00	MEZ-20-17-7			200801-1-1-1-2	797827-844	1.5%
1.2	8.00	MEZ-14-10-7			200801-1-1-1-3	797827-844	0.8%
1.3	8.00	MEZ-14-10-7			200801-1-1-1-4	797827-844	0.8%
1.4	8.00	MEZ-14-10-7			200801-1-1-1-5	797827-844	0.8%
1.5	8.00	MEZ-14-10-7			200801-1-1-1-6	797827-844	1.5%
1.6	4.00	MEZ-20-17-7			200801-1-1-1-7	797827-844	1.5%
1.7	4.00	MEZ-20-17-7			200801-1-1-1-8	797827-844	1.5%
1.8	8.00	MEZ-14-10-7			200801-1-1-1-9	797827-844	1.5%
1.9	8.00	MEZ-14-10-7			200801-1-1-1-10	797827-844	0.8%
2.0	20.00	MEZ-14-10-7			200801-1-1-1-11	797827-844	0.8%
2.1	20.00	MEZ-14-10-7			200801-1-1-1-12	797827-844	0.8%
2.2	20.00	MEZ-14-10-7			200801-1-1-1-13	797827-844	0.8%
2.3	20.00	MEZ-14-10-7			200801-1-1-1-14	797827-844	1.5%
2.4	8.00	MEZ-20-17-7			200801-1-1-1-15	797827-844	1.5%
2.5	8.00	MEZ-20-17-7			200801-1-1-1-16	797827-844	1.5%
2.6	8.00	MEZ-20-17-7			200801-1-1-1-17	797827-844	1.5%
2.7	8.00	MEZ-20-17-7			200801-1-1-1-18	797827-844	1.5%
2.8	8.00	MEZ-20-17-7			200801-1-1-1-19	797827-844	1.5%
2.9	8.00	MEZ-20-17-7			200801-1-1-1-20	797827-844	1.5%
2.10	8.00	MEZ-20-17-7			200801-1-1-1-21	797827-844	1.5%
2.11	8.00	MEZ-20-17-7			200801-1-1-1-22	797827-844	1.5%
2.12	8.00	MEZ-20-17-7			200801-1-1-1-23	797827-844	1.5%
2.13	8.00	MEZ-20-17-7			200801-1-1-1-24	797827-844	1.5%
2.14	8.00	MEZ-20-17-7			200801-1-1-1-25	797827-844	1.5%
2.15	8.00	MEZ-20-17-7			200801-1-1-1-26	797827-844	1.5%
2.16	8.00	MEZ-20-17-7			200801-1-1-1-27	797827-844	1.5%
2.17	8.00	MEZ-20-17-7			200801-1-1-1-28	797827-844	1.5%
2.18	8.00	MEZ-20-17-7			200801-1-1-1-29	797827-844	1.5%
2.19	8.00	MEZ-20-17-7			200801-1-1-1-30	797827-844	1.5%
2.20	8.00	MEZ-20-17-7			200801-1-1-1-31	797827-844	1.5%
2.21	8.00	MEZ-20-17-7			200801-1-1-1-32	797827-844	1.5%
2.22	8.00	MEZ-20-17-7			200801-1-1-1-33	797827-844	1.5%
2.23	8.00	MEZ-20-17-7			200801-1-1-1-34	797827-844	1.5%
2.24	8.00	MEZ-20-17-7			200801-1-1-1-35	797827-844	1.5%
2.25	8.00	MEZ-20-17-7			200801-1-1-1-36	797827-844	1.5%
2.26	8.00	MEZ-20-17-7			200801-1-1-1-37	797827-844	1.5%
2.27	8.00	MEZ-20-17-7			200801-1-1-1-38	797827-844	1.5%
2.28	8.00	MEZ-20-17-7			200801-1-1-1-39	797827-844	1.5%
2.29	8.00	MEZ-20-17-7			200801-1-1-1-40	797827-844	1.5%
2.30	8.00	MEZ-20-17-7			200801-1-1-1-41	797827-844	1.5%
2.31	8.00	MEZ-20-17-7			200801-1-1-1-42	797827-844	1.5%
2.32	8.00	MEZ-20-17-7			200801-1-1-1-43	797827-844	1.5%
2.33	8.00	MEZ-20-17-7			200801-1-1-1-44	797827-844	1.5%
2.34	8.00	MEZ-20-17-7			200801-1-1-1-45	797827-844	1.5%
2.35	8.00	MEZ-20-17-7			200801-1-1-1-46	797827-844	1.5%
2.36	8.00	MEZ-20-17-7			200801-1-1-1-47	797827-844	1.5%
2.37	8.00	MEZ-20-17-7			200801-1-1-1-48	797827-844	1.5%
2.38	8.00	MEZ-20-17-7			200801-1-1-1-49	797827-844	1.5%
2.39	8.00	MEZ-20-17-7			200801-1-1-1-50	797827-844	1.5%
2.40	8.00	MEZ-20-17-7			200801-1-1-1-51	797827-844	1.5%
2.41	8.00	MEZ-20-17-7			200801-1-1-1-52	797827-844	1.5%
2.42	8.00	MEZ-20-17-7			200801-1-1-1-53	797827-844	1.5%
2.43	8.00	MEZ-20-17-7			200801-1-1-1-54	797827-844	1.5%
2.44	8.00	MEZ-20-17-7			200801-1-1-1-55	797827-844	1.5%
2.45	8.00	MEZ-20-17-7			200801-1-1-1-56	797827-844	1.5%
2.46	8.00	MEZ-20-17-7			200801-1-1-1-57	797827-844	1.5%
2.47	8.00	MEZ-20-17-7			200801-1-1-1-58	797827-844	1.5%
2.48	8.00	MEZ-20-17-7			200801-1-1-1-59	797827-844	1.5%
2.49	8.00	MEZ-20-17-7			200801-1-1-1-60	797827-844	1.5%
2.50	8.00	MEZ-20-17-7			200801-1-1-1-61	797827-844	1.5%
2.51	8.00	MEZ-20-17-7			200801-1-1-1-62	797827-844	1.5%
2.52	8.00	MEZ-20-17-7			200801-1-1-1-63	797827-844	1.5%
2.53	8.00	MEZ-20-17-7			200801-1-1-1-64	797827-844	1.5%
2.54	8.00	MEZ-20-17-7			200801-1-1-1-65	797827-844	1.5%
2.55	8.00	MEZ-20-17-7			200801-1-1-1-66	797827-844	1.5%
2.56	8.00	MEZ-20-17-7			200801-1-1-1-67	797827-844	1.5%
2.57	8.00	MEZ-20-17-7			200801-1-1-1-68	797827-844	1.5%
2.58	8.00	MEZ-20-17-7			200801-1-1-1-69	797827-844	1.5%
2.59	8.00	MEZ-20-17-7			200801-1-1-1-70	797827-844	1.5%
2.60	8.00	MEZ-20-17-7			200801-1-1-1-71	797827-844	1.5%
2.61	8.00	MEZ-20-17-7			200801-1-1-1-72	797827-844	1.5%
2.62	8.00	MEZ-20-17-7			200801-1-1-1-73	797827-844	1.5%
2.63	8.00	MEZ-20-17-7			200801-1-1-1-74	797827-844	1.5%
2.64	8.00	MEZ-20-17-7			200801-1-1-1-75	797827-844	1.5%
2.65	8.00	MEZ-20-17-7			200801-1-1-1-76	797827-844	1.5%
2.66	8.00	MEZ-20-17-7			200801-1-1-1-77	797827-844	1.5%
2.67	8.00	MEZ-20-17-7			200801-1-1-1-78	797827-844	1.5%
2.68	8.00	MEZ-20-17-7			200801-1-1-1-79	797827-844	1.5%
2.69	8.00	MEZ-20-17-7			200801-1-1-1-80	797827-844	1.5%
2.70	8.00	MEZ-20-17-7			200801-1-1-1-81	797827-844	1.5%
2.71	8.00	MEZ-20-17-7			200801-1-1-1-82	797827-844	1.5%
2.72	8.00	MEZ-20-17-7			200801-1-1-1-83	797827-844	1.5%
2.73	8.00	MEZ-20-17-7			200801-1-1-1-84	797827-844	1.5%
2.74	8.00	MEZ-20-17-7			200801-1-1-1-85	797827-844	1.5%
2.75	8.00	MEZ-20-17-7			200801-1-1-1-86	797827-844	1.5%
2.76	8.00	MEZ-20-17-7			200801-1-1-1-87	797827-844	1.5%
2.77	8.00	MEZ-20-17-7			200801-1-1-1-88	797827-844	1.5%
2.78	8.00	MEZ-20-17-7			200801-1-1-1-89	797827-844	1.5%
2.79	8.00	MEZ-20-17-7			200801-1-1-1-90	797827-844	1.5%
2.80	8.00	MEZ-20-17-7			200801-1-1-1-91	797827-844	1.5%
2.81	8.00	MEZ-20-17-7			200801-1-1-1-92	797827-844	1.5%
2.82	8.00	MEZ-20-17-7			200801-1-1-1-93	797827-844	1.5%
2.83	8.00	MEZ-20-17-7			200801-1-1-1-94	797827-844	1.5%
2.84	8.00	MEZ-20-17-7			200801-1-1-1-95	797827-844	1.5%
2.85	8.00	MEZ-20-17-7			200801-1-1-1-96	797827-844	1.5%
2.86	8.00	MEZ-20-17-7			200801-1-1-1-97	797827-844	1.5%
2.87	8.00	MEZ-20-17-7			200801-1-1-1-98	797827-844	1.5%
2.88	8.00	MEZ-20-17-7			200801-1-1-1-99	797827-844	1.5%
2.89	8.00	MEZ-20-17-7			200801-1-1-1-100	797827-844	1.5%
2.90	8.00	MEZ-20-17-7			200801-1-1-1-101	797827-844	1.5%
2.91	8.00	MEZ-20-17-7			200801-1-1-1-102	797827-844	1.5%
2.92	8.00	MEZ-20-17-7			200801-1-1-1-103	797827-844	1.5%
2.93	8.00	MEZ-20-17-7			200801-1-1-1-104	797827-844	1.5%
2.94	8.00	MEZ-20-17-7			200801-1-1-1-105	797827-844	1.5%
2.95	8.00	MEZ-20-17-7			200801-1-1-1-106	797827-844	1.5%
2.96	8.00	MEZ-20-17-7			200801-1-1-1-107	797827-844	1.5%
2.97	8.00	MEZ-20-17-7			200801-1-1-1-108	797827-844	1.5%
2.98	8.00	MEZ-20-17-7			200801-1-1-1-109	797827-844	1.5%
2.99	8.00	MEZ-20-17-7			200801-1-1-1-110	797827-844	1.5%
3.00	8.00	MEZ-20-17-7			200801-1-1-1-111	797827-844	1.5%
3.01	8.00	MEZ-20-17-7			200801-1-1-1-112	797827-844	1.5%
3.02	8.00	MEZ-20-17-7			200801-1-1-1-113	797827-844	1.5%
3.03	8.00	MEZ-20-17-7			200801-1-1-1-114	797827-844	1.5%
3.04	8.00	MEZ-20-17-7			200801-1-1-1-115	797827-844	1.5%
3.05	8.00	MEZ-20-17-7			200801-1-1-1-116	797827-844	1.5%
3.06	8.00	MEZ-20-17-7			200801-1-1-1-117	797827-844	1.5%
3.07	8.00	MEZ-20-17-7			200801-1-1-1-118	797827-844	1.5%
3.08	8.00	MEZ-20-17-7			200801-1-1-1-119	797827-844	1.5%
3.09	8.00	MEZ-20-17-7			200801-1-1-1-120	797827-844	1.5%
3.10	8.00	MEZ-20-17-7			200801-1-1-1-121	797827-844	1.5%
3.11	8.00	MEZ-20-17-7			200801-1-1-1-122	797827-844	1.5%
3.12	8.00	MEZ-20-17-7			200801-1-1-1-123	797827-844	1.5%
3.13	8.00	MEZ-20-17-7			200801-1-1-1-124	797827-844	1.5%
3.14	8.00	MEZ-20-17-7			200801-1-1-1-125	797827-844	1.5%
3.15	8.00	MEZ-20-17-7			200801-1-1-1-126	797827-844	1.5%
3.16	8.00	MEZ-20-17-7			200801-1-1-1-127	797827-844	1.5%
3.17	8.00	MEZ-20-17-7			200801-1-1-1-128	797827-844	1.5%
3.18	8.00	MEZ-20-17-7			200801-1-1-1-129	797827-844	1.5%
3.19	8.00	MEZ-20-17-7			200801-1-1-1-130	797827-844	1.5%
3.20	8.00	MEZ-20-17-7			200801-1-1-1-131	797827-844	1.5%
3.21	8.00	MEZ-20-17-7			200801-1-1-1-132	797827-844	1.5%
3.22	8.00	MEZ-20-17-7			200801-1-1-1-133	797827-844	1.5%
3.23	8.00	MEZ-20-17-7			200801-1-1-1-134	797827-844	1.5%
3.24	8.00	MEZ-20-17-7			200801-1-1-1-135	797827-844	1.5%
3.25	8.00	MEZ-20-17-7			200801-1-1-1-136	797827-844	1.5%
3.26	8.00	MEZ-20-17-7			200801-1-1-1-137	797827-844	1.5%
3.27	8.00	MEZ-20-17-7			200801-1-1-1-138	797827-844	1.5%
3.28	8.00	MEZ-20-17-7			200801-1-1-1-139	797827-844	1.5%
3.29	8.00	MEZ-20-17-7			200801-1-1-1-140	797827-844	1.5%
3.30	8.00	MEZ-20-17-7			200801-1-1-1-		

NOTE:
THE PERPENDICULAR DIMENSIONS TO THE CURB ALONG THE
SIDEWALK INCLUDES 0.5' FOR THE WIDTH OF CURB